

**BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU**



**AIR NATIONAL GUARD POLICY
DIRECTIVE 90-2113**

14 MAY 2003

Command Policy

**COMPLIANCE AND STANDARDIZATION
REQUIREMENT LIST (C&SRL) TRANSIENT
AIRCRAFT**

NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://www.e-publishing.af.mil>

OPR: ANG/LGMM (CMSgt D. Riese)
Supersedes ANGPD 90-2113, 6 November 1998

Certified by: NGB/CF (Col M. Hillestad)
Pages: 3
Distribution: F

This directory implements Air Force Policy Directive (AFPD) 90-2, *The Inspection System*, and is applicable to all Air National Guard (ANG) flying units. Compliance with this directory and its parent instruction Air National Guard Instruction (ANGI) 21-101, *Maintenance Management of Aircraft*, is mandatory. Units will supplement this publication with items developed from appropriate technical data, Air Force Occupational Safety and Health (AFOSH) Standards (STD), local operating instructions (OI), etc., to assess internal compliance. Higher Headquarters/Inspector General (HHQ/IG) may use this directory in whole or in part during evaluations and exercises.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

1. The items listed do not constitute the order or limit the scope of the inspection/assessment. As a minimum, units will use this directory in conjunction with the annual unit self-inspection. The objective is to identify deficiencies that preclude attainment of required capabilities.

Table 1. Transient Aircraft

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
1.	Transient Aircraft.			
1.1.	Does the MOC keep the status and location of all transient aircraft? (6.8.)			
1.2.	Does the MOC post the priority of each transient aircraft on the status board, based on the maintenance priorities listed in Table 1-1 of ANGI 21-101, Chapter 1? (6.8.)			
1.3.	Does the MOC coordinate with the appropriate agency for aircraft maintenance support? (6.8.)			
1.4.	Does the MOC contact Weapons Standardization (WS) for arming or de-arming of transient aircraft? (6.8.1.)			
1.5.	If tech data is not available, does the unit ensure that under no circumstances will personnel attempt chaff/flare load operations of transient aircraft? (14.4.1.)			
1.6.	If tech data is available, does the unit only allow qualified personnel to perform chaff/flare load operations on transient aircraft? (14.4.2.)			
1.7.	If tech data is available, but no one is qualified on the transient aircraft, does the appropriate MXG/CC provide written authorization for the WTQC or WTQM to dearm and/or unload the aircraft? (14.4.3.)			
1.8.	Does the WTQM submit a written request to the MXG/CC identifying personnel selected to perform the task, aircraft type, and (if applicable) number of aircraft to be dearmed and unloaded? (14.4.3.)			
1.9.	Does the WTQM maintain the approved requests for 90 days from date to provide a paper trail? (14.4.3.)			
1.10.	Does the unit ensure arming, de-arming, and munitions loading/unloading will only be accomplished on transient aircraft to facilitate required maintenance actions? NOTE: This presumes weapons load crews are certified/qualified on the munitions and aircraft. (16.17.)			
1.11.	Does the MXG/CC authorize the LSC or lead crews to arm, de-arm, and unload an aircraft on which they are not certified/qualified, if appropriate technical data and support equipment is available only after consultation with the aircrew? (16.17.)			
1.12.	In such cases, is the aircrew available for consultations on aircraft to verify flight worthiness of load configuration, and to perform cockpit portions of required functional/stray voltage checks? (16.17.)			

ITEM NO.	ITEM AND REFERENCES (All references are to ANGI 21-101 unless otherwise indicated)	YES	NO	N/A
1.13.	Are OIs developed to control impulse cartridges removed from transient aircraft? (16.17.)			
1.14.	If FOD is discovered on a transient aircraft, does the host FOD monitor or aircrew notify the owning organization immediately? (18.23.2.13.)			
1.15.	Does the MOC immediately notify the owning AMXS/Flying Squadron (transient aircraft) when Magnetic Chip Detector analysis indicates unacceptable levels of debris so they can coordinate recall of affected aircraft? (18.34.4.3.)			

DANIEL JAMES III, Lieutenant General, USAF
Director, Air National Guard